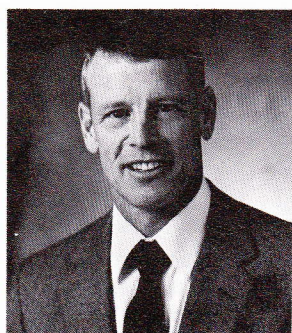


# IDAHO AVIATION REPORT

VOLUME 36, NO. 1

SPRING 1990

## CHIEF'S BRIEF



*Bill Miller*

### **Aviation Organizations in Idaho**

The next several issues of your Idaho Aviation Report will feature some of Idaho's aviation organizations. These organizations generally foster group goals, serve a social purpose, and promote aviation.

One group that certainly epitomizes the aviation organization is the Idaho Flying Farmers. Get to know these positive and active folks; see story on Page 3.

### **Wilderness Airfields**

Congress has designated a large portion of Idaho as wilderness. Our wilderness features pristine forests, rugged  
*see back page*



*Can you name these 1930 aviators? They are Earl Hutton, Travel Air Sales Manager; Walter Beech, Beech Aircraft President; Pete Hill, test pilot; and Pete Hill, Jr.. Pete Hill, Jr. currently is a member of the Aeronautics Advisory Board.*

## ASSOCIATION HOSTS OPEN HOUSE

The Idaho Aviation Association held an Open House in conjunction with the Bureau of Aeronautics on Saturday, January 27, 1990. The Open House was well attended and very informative. Bill Miller, Bureau Chief, was present to answer questions about the functions of the Bureau and how your tax money is spent.

There were many questions about search and rescue, the courtesy car

program, and in general about the purpose of a state aviation authority.

Pilots always find time to "hangar fly" when they congregate and there was plenty of that. It was a very interesting and informative day for all that attended. We may make this an annual January function.

The IAA State Board met on the last Friday in January. The Board is in the  
*See page two*



## OPEN HOUSE

*From front page*

process of planning the year's events for the organization. It is always difficult to get the diverse geographic regions together for a meeting, but we managed — by driving instead of flying.

The State Board has been very faithful about making meetings even in difficult weather, and they deserve great thanks and appreciation for helping to organize and get the association up and running. They have done a splendid job. Thanks.

The Annual State membership meeting will be held in Coeur d'Alene again this year, in conjunction with the FAA Family Fly-In Expo July 6, 7, 8, 1990. The details will be forthcoming in future issues. This is a very worthwhile activity to include in your summer plans. May 4, 5, and 6 the Lewiston IAA will sponsor a fly-in, in conjunction with the "Dogwood Festival."

They are requesting video tapes of your local aviation history or "old-time" pilots. So many of the everyday local aviation stories should be saved. If you want more information contact me in Boise or Bill Fate in Lewiston.

This is a very worthwhile Centennial project for our organization. Also, if you have old aviation photographs could you make copies and send them to me.

It would be great to have a large collection of early day aviation activities on display either at the State Bureau of Aeronautics and/or at the State Meeting in Coeur d'Alene.

Hope you are participating with your local centennial activities; please keep us informed about any flying activities.

*—Anita Lewis*

### Idaho

#### Transportation Department

Governor **CECIL D. ANDRUS**  
Acting Director **GEORGE NEUMAYER**  
Chief of Aeronautics **WILLIAM MILLER**

Aeronautics Advisory Board  
Chairman **H.P. HILL**  
Member **WILLIAM PARISH**  
Member **HARRY MERRICK**

Bureau of Aeronautics  
3483 Rickenbacker Street  
Boise, ID 83705  
(208) 334-8775

## SAFETY MUST BE MAINTAINED, BUT CANNOT BE MANDATED

One of our great early American heroes, Benjamin Franklin, wrote about a program he designed to eliminate all of his shortcomings and vices.

The approach was simple; concentrate on each vice one at a time; once one weakness was mastered, move on to the next shortcoming and tackle it. By approaching self-improvement in this manner, Franklin concluded that he would see dramatic results in a very short period of time.

What he soon discovered, however, was that a vice, once conquered, did not stay subdued. If Franklin relaxed his guard even slightly the vice reappeared. The lesson Ben Franklin learned about defeating personal problem areas has a direct application to our mission of accident prevention and risk management.

### **We Keep Repeating Our Mistakes**

There is an old axiom concerning aircraft accidents that states "there are no new accidents, just new ways of repeating the same old mistakes."

Every time I read of a weather-related accident, I recall the very first accident I was exposed to over 30 years ago. A friend of mine was killed when he attempted to push the weather, when neither he nor the aircraft were certified for instrument flight. We just keep repeating the same old mistakes in different, but rarely original, ways.

### **Ben Franklin's Lesson Applicable to Safety**

When accident investigations establish a failure of a part or system, we are quick to implement a fix. These "quick fixes" come in the form of airworthiness directives, mandatory service bulletins, or other direction from the manufacturer or the appropriate civil aviation authority.

But when the investigation indicates human error, or that human factors were involved, we often find it difficult to produce a valid fix.

When an attempt to correct human error is made, it is often in the form of a new rule to follow. We must remember the lesson Ben Franklin taught us: more new rules are not the answer.

We simply cannot write a rule to address every conceivable way that can be used to create an accident. Therefore,

if more rules are not the solution to improving safety and enhancing risk management, what is?

### **Professionalism is Key**

The answer is simply total professionalism on the part of all pilots and mechanics, and an aggressive safety program at all levels in an organization that contributes to the professionalism of the individual crew members.

The safety programs must attack head-on its four mortal enemies: carelessness; stupidity; ignorance; and complacency.

A safety officer's role is not easy. The job description is not well defined, the tasks are illusive, the results are difficult to quantify, and the work is never completed. Where a sound safety program exists, however, professionalism abounds.

A safety officer recently addressed these issues in his monthly report. He stated, "One of the strongest attributes of this particular contract is that safety is foremost in everyone's mind and is never sacrificed."

Across the board, the people involved in this program have given safety the priority it deserves."

A wonderful endorsement, my wish is that all safety officers enjoyed that type of support. He continued to say, "It is one thing to get your program on that peak, but so many programs fall short when management believes that once the program reaches that peak, everything is done. To keep it "peaked out" requires constant vigilance and perseverance."

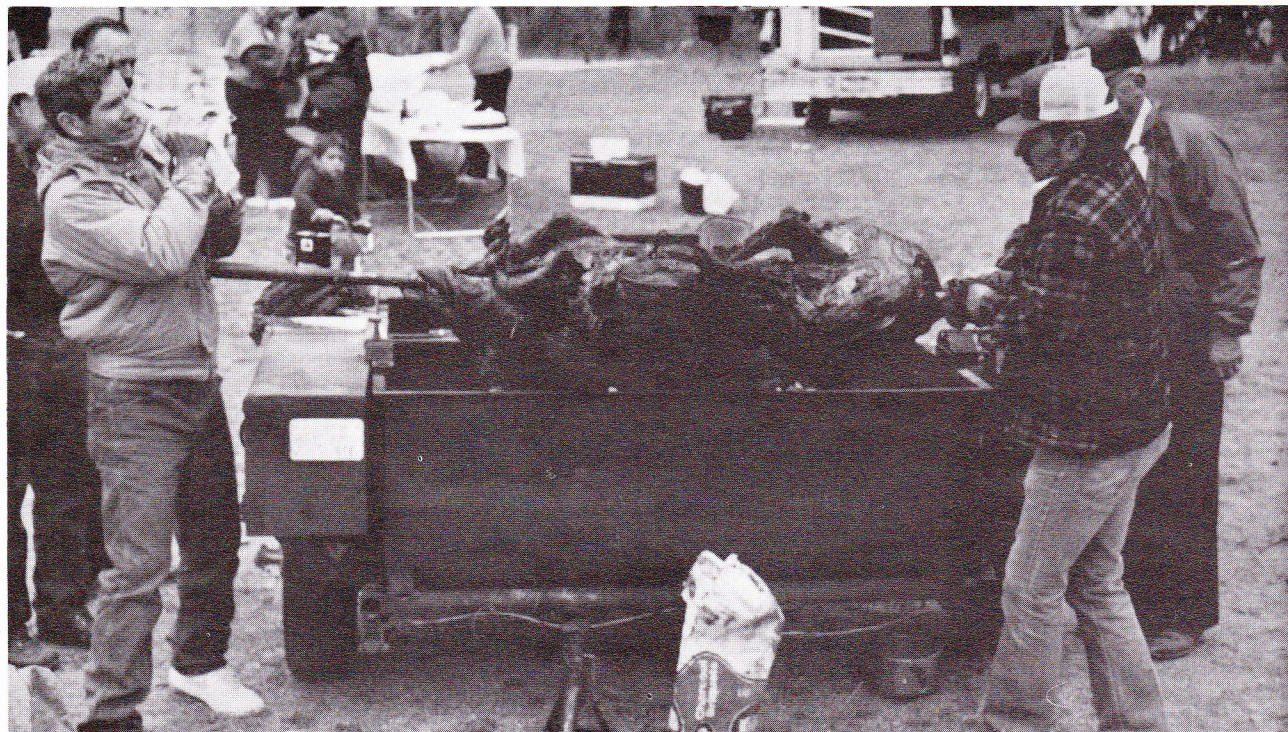
As Ben Franklin discovered, you cannot solve one problem and forget it as you move on to conquer another one.

Safety cannot be legislated or mandated. Restrictions have a place in aviation, but more rules and regulations are not the solution.

The primary goal of an effective risk management program should be **safety through prevention**, not investigation. An undeviating and uncompromising commitment to professional conduct by everyone involved in flight and maintenance programs is the answer to accident prevention and successful risk management programs.

*— By Don Andrews  
Reprinted from  
Fall 1989 ROTOR Magazine*





*A pig roast and potato feed were on the agenda for the Flying Farmers Garden Valley meeting.*

## WHO ARE THOSE FLYING FARMERS?

Who are The Flying Farmers? Flying Farmers are men, women, teens and tots, individuals and entire families. They are farmers, livestock specialists, commercial pilots. They are bank officers, secretaries, doctors, teachers, lawyers, construction managers and corporate executives.

They are insurance representatives, entrepreneurs, retirees, college students and grade school children. They are citizens of the United States and Canada. They are all unique, but have one common thread – they simply love to fly.

It doesn't matter whether they're taking off on a business call, dusting crops, hauling supplies, feeding livestock, heading out on a vacation or just flying to be flying. The common bond is love of flying.

**The Idea Begins.** In 1944, officials at Oklahoma A & M College at Stillwater recognized the growing interest in airplanes among farmers. In August of that year, the Oklahoma Flying Farmers Association was organized with 38 charter members.

The Flying Farmers idea spread and soon farmers in other states joined. The farsighted charter group laid the groundwork for a national organization, and on December 12, 1945, the National Flying Farmers Assoc. was incorporated.

The Canadians first affiliated with IFF in 1955. International membership reached its height in 1977 with nearly 11,000 members. In 1952, headquarters office was moved from Stillwater to Wichita, Kansas, on the Mid-Continent Airport.

Benefits of IFF membership are numerous. There are tours, scholarships, a monthly magazine, flight safety clinics, convention, teen programs and even an insurance program.

Tours are offered to members at very reasonable rates. Members have flown their planes to Alaska, Central America, Mexico, the Grand Bahamas and to various locations throughout the U.S. and Canada. On other tours, they have flown to a rendezvous point and departed by cruise ship or airline to such

exotic spots as the Hawaiian Islands, Haiti, Jamaica, Nassau, Europe, the Holy Land and the Orient.

The Idaho Chapter has a number of scheduled events during the year, some of which are: APT Day (Airman's Proficiency Test done each year to promote safety), Annual Meeting (could be anywhere with a lunch fly-in), Annual Potato Feed in October (1988 was held at Garden Valley air strip; 1989 at a potato farm), and Christmas Party. We have bicycled the Green Belt in Boise with a lunch enroute, flown into McCall for lunch, held tours through processing plants, tours in control tower, promoted attendance to airshows, attended the Shoshone-Bannock Indian Festival at Fort Hall, Idaho, toured the Pitts plant at Afton, Wyoming, with overnighter at Jackson, and visited Friday Harbor, San Juan Islands. In May 1989 Idaho hosted the Tri-State Convention in Boise. Tours included Idaho Candy Co., Micron Technology, Idaho Air National Guard facility, and avionics display at Western Aircraft. Tri-State Convention is held every year with Oregon, Washington and Idaho taking turns hosting. Each state always has an excellent place to stay, tours and clinics, as well as the fun time of seeing old friends and making new ones. There is always a lot of 'hangar talk'!

The IFF magazine and chapter newsletters inform us of chapter events of U.S. and Canada. Members can attend any functions in other states at their pleasure and receive a royal welcome. Winter sun-breaks are promoted and much enjoyed when you are living in the snow and cold.

**How to Join.** If any of you are interested in joining or request further information, feel free to call me, Ray Funk, 397-4506 or write to 2066 S. 2950 S., Aberdeen, Idaho 83210 or contact the IFF office at P.O. Box 9124, Wichita, KS 67277. IFF Annual dues are \$45.00 per couple.

Come fly with us and join the education, fun and comradeship of families and persons who enjoy flying!



# WILDERNESS AND THE PILOT

Idaho is blessed with some of the finest backcountry airstrips in the world. While most do not conform to general airport standards, many of them do provide access to one of the most beautiful places on earth, the Idaho Wilderness.

We, as pilots, have an advantage over the many non-pilots with respect to ease of access. We have a responsibility to protect that privilege. There are those who believe that airports are not compatible with the intent of the wilderness, and, as such, should be closed or severely limited.

As a group, we think we can educate our fellow pilots and airport users rather than be victims of unwarranted restrictions or closures. One of the basic tenets we can all agree on is "respect the wilderness." We can reflect on this by thinking what we can do to minimize our presence when we do fly the Wilderness Areas.

First of all, is the trip really necessary, or could you use one of the nearby non-wilderness backcountry strips.

Time and time again we see practice takeoffs and landings at wilderness airstrips with one pilot making 3-5 landings in one short time period.

Why not practice on a nearby non-wilderness airstrip for pilot proficiency. Then do an actual landing at the wilderness airstrip for familiarization and ultimate checkout at that airstrip. You will then have reduced the activity at the wilderness airstrip severalfold.

Another potential problem is the incidental visitor. This is the pilot who lands on the wilderness airstrip, stays a few minutes or hours, then departs. Most management plans recommend against this, since the airstrips are intended to be access points for wilderness use—not airport use. We should endeavor to use state or other non-wilderness airstrips for short picnics or scenic tours.

There are going to be occasions for pilots and their passengers to use wilderness airstrips that do not conform to a specific management plan. These plans are guidelines, and by general adherence tend to provide the most harmony with airport users and those other interests in the wilderness.

We believe that we all have a common goal to preserve and perpetuate the wilderness we have. By being more cognizant of our acts as pilots, we will find our compatibility with potential regulators and others users of the wilderness will be enhanced.

Here are some questions we should ask before using the wilderness airstrips.

- 1) Is it necessary, or could I use a nearby non-wilderness airstrip?
- 2) Could I camp nearby or hike a ways from the airstrip?
- 3) Does my flight potentially detract from another's enjoyment of the wilderness?
- 4) Is this the busy season for the strip?

In conclusion, as pilots, we should attempt to improve our image with those who feel the airplane has no place in the wilderness. This can be accomplished by some introspection and self-criticism of the ways we conduct ourselves and our flights in the wilderness areas. To lose this privilege would be devastating to those of us who have grown to love this wilderness at our backdoor here in Idaho.

— Joe Corlett

# NON-WILDERNESS AIRPORTS, AN ALTERNATIVE

As suggested in "Wilderness and the Pilot," Wilderness Airports have been allowed to exist by Congress in order to provide **user** access to Idaho's wilderness areas.

Idaho has a number of non-wilderness airports which should not be overlooked by the flying public. Many of these airports provide the same recreational opportunities as the Wilderness Airports.

In addition, there are activities and facilities not available at Wilderness Airports, such as access to historic mining towns, lake fishing, lodging, meals, and improved family-style camping facilities.

Many non-wilderness airports have physical characteristics similar to the Wilderness Airports. Therefore, the opportunity exists for pilots to test and improve their backcountry flying proficiency at airports of varying levels of difficulty.

The U.S. Forest Service operates the following Non-Wilderness Airports:

Priest Lake	Landmark
Cayuse Ck ( <i>Use at own risk</i> )	Upper Loon Ck
Dixie	Weatherby
Warren	Graham
Krassel	Idaho City

The State of Idaho provides the following:

Cavanaugh Bay	Twin Bridges
Magee	Henry's Lake
Big Creek	Pine
Johnson Ck	Smith's Prairie
Warm Springs	Slate Ck
Bruce Meadows	Smiley Ck
Garden Valley	Copper Basin

Pilots should also consider some of our Community Access Airports. These airports are excellent training grounds for beginning (and sometimes intermediate!) backcountry pilots.

They also provide local amenities such as restaurants, shops, local historical points of interest, and friendly folks. Here's a suggested list:

New Meadows	Kooskia
Stanley	Dixie Post Office
Orofino	( <i>Use at own risk</i> )
Elk River	St. Maries
( <i>Use at own risk</i> )	Shoshone Co.
Atlanta	(Kellogg)
Donnelly	Kamiah

— Larry Hippler



## DON'T MISS FAMILY FLY-IN THIS JULY

Bring the family to the magnificent North Idaho panhandle for a vacation and attend an event which has become a flying tradition in the Northwest. Don't miss the Fourth Annual Family Fly-In Expo in beautiful Coeur d'Alene July 6th, 7th and 8th 1990 (*make it the Centennial you will remember*).

Receive three hours of free dual flight instruction in your airplane. Attend the many interesting safety seminars, hear some excellent speakers, see all the exhibits and earn your wings in FAA's Pilot Proficiency Award Program.

And while you are at it, plan to spend a couple extra days taking in the sights and the endless recreational opportunities that Idaho has to offer: camping, golf, fishing, swimming, boating, hiking—just about anything you can imagine. Also, don't miss the Silverwood Theme Park and Airshow.

Fly in and camp under the wing, or drive; there is plenty of camping. For those who don't want to "rough it," call ahead for reservations at any of Coeur d'Alene's fine motels. For more information on the area, call the Coeur d'Alene Convention Bureau toll free at 1-800-232-4968. Remember—if you plan to stay at a motel, make your reservations early!

The keynote speaker for the event will be Rod Machado. If you have heard Rod speak before, we know you won't want to miss him, but if you haven't, we guarantee that you will never hear a more entertaining and educational speaker.

The minor problems of food and transportation problems that we had last year have been solved (we are learning). A variety of food will be available from vendors on the airport. There will be no need to buy food tickets in advance. Likewise, people can pay for the barbecue when they attend.

Buses will be available to take people to the various activities and to and from town. No advance tickets are necessary. People can ride the bus for a reasonable single-trip fare.

All activities connected with the fly-in will be on the airport, with the exception of the barbecue and the program at Farragut State Park. However, transportation will be available to other areas of interest.

Mark your calendars and we'll see you there! For information about the Fly-In, call John Goostrey at (208) 334-1238, or Jim Cooney (406) 449-5270.

— John Goostrey

## FOLLOW A CODE OF CONDUCT WHEN YOU RENT AIRCRAFT

It is becoming more difficult every year for pilots to rent aircraft. There is a shortage of aircraft everywhere, especially in the smaller cities.

The lack of tax incentives is one of the reasons, but another is the bad experiences some owners have had while renting out their aircraft.

The following code of conduct, if conformed to, would help the situation to improve. Remember the Golden Rule; someday you might be an owner in the same situation.

If you encounter a squawk, inform the owner or operator so it can be handled in a quick way.

Always do a thorough preflight. Do not fly the aircraft if you find any item that would affect safety (lowstrut being one example).

Always leave the aircraft full of fuel for the next pilot, unless you have been instructed otherwise.

Use the checklist; it's the surest way to accomplish everything. Use the aircraft only for the time you have it scheduled. Other pilots will be inconvenienced if you don't return on time. Call if you don't need the aircraft and must cancel.

Always do "full-stall" landings, on the main tires. This will save the owner on tires, and brake linings and you will save yourself on more serious problems in the future.

Do not smoke in the aircraft. This is so important to the health of the instruments. You would be amazed to see the black gunk that gets inside the instrument panel.

Be very careful to use the cowl flaps properly. Over-heating sure costs a lot of cylinders. (You don't need to fly in the caution range pretending you're a jet!).

Always remember the tie-downs and control lock.

Always leave the aircraft clean. Take all your trash and any other trash with you when you leave the aircraft.

Remember: when you want that aircraft on short notice, you want it flyable and clean.

If you take care of it, it will be there the next time you want to fly.

— Anita Lewis  
Idaho Aviation Association



## CARETAKER NEEDED FOR SMILEY CREEK AIRPORT

The Bureau needs a caretaker to work from May 21st until September 15th at the Smiley Creek Airport. Smiley Creek is located 20 miles south of Stanley, Idaho, in the heart of the beautiful Sawtooth Mountains.

The job consists of runway maintenance, mowing, watering, maintaining campgrounds, cleaning rest rooms, and greeting our fellow pilots.

You would be expected to work 40 hours per week and would be paid \$7.96 per hour. A small one-person room is available, or a camp trailer or equivalent mobile residence may be parked at the site.

If you are interested in applying for this position please send a brief resume to the Bureau of Aeronautics, 3483 Rickenbacker St., Boise, ID 83705.

### ARTICLES FROM READERS INVITED

If you have something in mind that would promote flying safety, airports, public interest in aviation, or would be otherwise important to furthering aviation, turn it into an article.

Limit it to one column, word it concisely, then send it in. Good quality black and white photos, if appropriate, always help.

We'll exercise a little editorial license and try to include it in our next edition.



*Harry 'Cap' Turner had fun flying in 1927 in his Eagle Rock biplane. Cap Turner currently resides in Boise.*

## NEW IDAHO PILOTS AND RATINGS

Name	Date	Rating	CFI
Max Barker	11-16-89	Instrument	Matt Russell
Willie Beebe	11-10-89	Multi-engine	Jay Morris
Wayne Gammel	10-29-89	Multi-Instr.	Gary Hubler
Doug Wisdom	10-28-89	Multi-Instr.	Jay Morris
Evan Ewalt	12-02-89	Private	Gene Gunderson
Matt Russell	12-01-89	ATP	N/R
Jim Newcomb	12-07-89	Multi-engine	Dick King
Sandra Schultz	04-00-89	Private	Al Chivers
Doug Lewis	08-00-89	Private	All Chivers
David Bangle	10-00-89	Private	Al Chivers
Marty Farmer	09-21-89	Multi-engine	Craig Nichols
Ed Schmitt	08-16-89	Private	John Holsman
Jay Wright	11-20-89	Private	Dan Huffman
Cody G. Hall	08-31-89	Private	A.L. Hall
Ken Kuther	11-27-89	Private	Tom Gehring
Paul E. Daman	10-10-89	Private	Dennis Teal
Michael Weiss	11-01-89	CFI	Toby Gandy
Beverly Johnson	11-18-89	Private	Gladys Buroker
Hans Gotsch	12-26-89	Private	Dave Rodda
Dan Miyasako	01-22-90	Private	Dave Rodda
Willis Beebe	02-05-90	Comm Sel	Doug Wisdom
Denny Wollen	02-10-90	ATP	Wayne Gammel



## AN UPDATE ON SAYLOR CREEK EXPANSION

The Saylor Creek Range (SCR) expansion issue is continuing at a slower pace and with considerable public input. In December the Air Force and Bureau of Land Management held a public meeting. The purpose of this meeting was to identify the issues and form a citizen work group to formulate alternatives to these issues.

The work group met on January 5 and began the long process of working out solutions to the various issues. The Airspace Issue Subcommittee is made up of Anita Lewis, Idaho Aviation Association, Bob Stevens, AOPA, and Ray Glidden, Idaho Bureau of Aeronautics.

The initial Environmental Impact Statement (EIS) on the SCR project is to be released in January 1990. This will identify the Air Force needs and an assessment on how this will impact the area.

The work group is formulating alternatives for the EIS due out in mid-1991 which proposes major restructuring of the SCR. This will be an ongoing issue for the next 18 months. If you have any ideas or questions contact Ray Glidden at (208) 334-8775.

## CALENDAR OF EVENTS

Date	Activity	Location	Contact/ Time
<b>March</b>			
10	Search Pilot Ground School	Spokane, WA	Wash./Aero
10	Safe Pilot Award Banquet	Coeur d'Alene	208/344-8775
<b>April</b>			
4	Brown bag lunch	BOI/FAA	John Goostrey 12:00
7	Flying Farmers Airport Day	PIH AV Center	Allan Gliege
7	Safe Pilot Award Banquet	Blackfoot	208/334-8775
7	AOPA-Town meeting	Boise	208/334-8775 10:00 a.m.
14	Safe Pilot Award Banquet	Boise	BOA
27	Safe Pilot Award Banquet	Twin Falls	208/334-8775
<b>May</b>			
2	Brown bag lunch	BOI/FAA	John Goostrey 12:00
5-6	Lewis Clark Air Fest	Lewiston	208/743-6543
13	Fairchild AFB Open House	Spokane	USAF
18-20	Flying Farmers Tri-State Convention	Clarkston, WA	
19	Pullman/Moscow A/P Terminal dedication ceremony	Moscow/ Pullman	Larry Adams 509/334-4555
<b>June</b>			
1-3	Land, Sea & Airshow	Salt Lake City	801/569-1166
6	Brown bag lunch	BOI/FAA	John Goostrey 12:00
16-17	Great SW Montana Fly-in	Anaconda, MT	Louie Mertzic 406/563-9984
23	Flying Farmers Blackfoot Reservoir Fly-in	Land at: Soda Springs A/P	John Engleson
23	Hill AFB Open House T-Birds	Ogden, UT	801/777-2801
24	Caldwell Air-A-Fair	Caldwell, ID	Jerry Olson 208/459-9779
<b>July</b>			
6-8	Coeur d'Alene Fly-in	Coeur d'Alene	Ray Glidden 208/334-8775
28-29	Idaho Falls Airshow	Idaho Falls	208/529-1221

## HOLIDAY PARTY A SUCCESS FOR THE 99s

The 99s Christmas Party was held at a beautiful resort in the foothills north of Fairfield, ID, Hidden Paradise. It is a full facility resort with modern condos, ski equipment for rent, a wonderful view and a new airstrip carved out for the 99 party.

Talk about hospitality! We had a wonderful time and owe a debt of thanks to the resort for their accommodations. The January meeting was spent in a planning session for the year, and many varied and educational events are planned for 1990. New members are invited to attend.

The June meeting in McCall will feature a nationally prominent attorney, speaking on aviation legal problems. Everyone is invited to participate. This summer will be full with activities in Las Vegas, at the National Convention.

We plan on seeing our local member, International President Gene Nora Jessen, out of office in grand style. In August we will travel to Seattle, WA for the Northwest Sectional.

Other activities such as local airport markings will leave little time to accomplish all the goals we have set for ourselves but somehow everything always manages to get done. We will have another great year! Happy Flying.

—Anita Lewis



## CHIEF'S BRIEF

From front page

canyons, spectacular peaks, and abundant wildlife. Aviators visiting Idaho's wilderness airfields are very fortunate, because generally, the nation's wilderness areas are for non-motorized use.

As public awareness and use of our wilderness increases, it is important for aviators to accept and respect others' right to enjoy this precious recreational resource. Many aviators are growing concerned that air access to our wilderness may be restricted or reduced.

Proper use and etiquette is essential if we are to preserve our access. Two articles in this issue provide tips on proper use of Idaho's wilderness airfields.

### **Cascade Reservoir Airstrip**

The Bureau of Reclamation's Management Plan for Cascade Reservoir is on schedule, with publication and approval expected by next winter. The plan's goals and objectives have been established, including the following objective for land-based recreation uses:

- to provide for the reopening of the state-constructed airstrip on the east shore for low-intensity, fly-in camping/picnicking.

The Cascade Reservoir airport was one of our most popular recreational airports until it was closed in 1971 due to a technicality concerning the property.

The outlook for reopening is good. Supporters of Idaho aviation owe thanks to the Idaho Aviation Association, especially the work of Boyd Miller of McCall, for ensuring that aviation interests were included in Reclamation's plans for Cascade Reservoir.

## AIRPORT DIRECTORY CHANGES LISTED

### **Airport Managers**

**Kooskia:** New Airport Manager: John Mohr, P.O. Box 104, Kooskia, Idaho 83539, Tel. 208/926-4322.

**Jerome:** New FBO — Airpower Unlimited. John Lane 208/324-3650 — Fax 208/324-3950; Hrs: 0800-1700 M-F. Services: Major airframe and power plant repair, specializing in antique and warbird aircraft.

### **FBO Changes:**

**Bonnors Ferry:** Delete — Boundary Aviation; Add — Panhandle Rotor and Wing, HCR 85, Box 74, Bonners Ferry, ID 83805, Tel. 208/267-3711.

**Council:** Council Air Service, after hour or emergency telephone number 208/253-6840.

**McCall:** Pioneer Aviation (Charter Only); P.O. Box 962, McCall, ID 83638, Tel. 208/634-7127. Pioneer Air Service (Full Service FBO); P.O. Box 95, McCall ID 83638, Tel. 208/634-5445.

**Nampa:** Delete — Clark's Air Service; Add — Rocky Mountain Air Service, 101 Municipal Drive, Nampa, ID 83651, Tel. 208/466-0529.

## IDAHOANS ARE ELECTED TO OFFICES

Our congratulations to Yolanda Gibson, Blackfoot, and Buck Erickson, Craigmont, on their recent elections as WNAAA president and NAAA secretary respectively for 1990.

For both Yolanda and Buck this represents one more of many years dedicated service and leadership in the aviation industry at both the state and national levels.

Thanks to the dedicated efforts of people like Yolanda and Buck, aviation will continue to grow as an industry and a vital link in our transportation system.

Idaho Bureau of Aeronautics  
3483 Rickenbacker Street  
Boise, ID 83705

(ADDRESS CORRECTION REQUESTED)

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